VARIOMETER

PUBLISHED MONTHLY TO RECORD THE UPS AND DOWNS OF THE
KANSAS SOARING ASSOCIATION

Editor: Tony Condon

Volume LIII **February 2013** **Number 2**

Sunset over Strother Field on January 20th from the cockpit of the Apis. Photo **Bruce Latvala**

Notes from the President

Greetings from the land of aloha! I just got back from a scuba dive and was thinking about the similarities between diving and soaring. Both are meant to be fun and safe experiences.

1. Plan the dive and dive the plan. We use tables that correlate depth and bottom time to maximize the dive and keep us safe from decompression sickness. Similarly, in soaring we know our glider's performance and don't fly beyond its capabilities. Whether its rings on a map or an electronic flight computer, you shouldn't attempt the next airport or turn point if you don't have the altitude.

2. Buddy system. When diving, you are assigned a buddy for your dive. You are there to watch each others back and help if needed. You stick close to each other under water, and as a result can share the experiences back on the surface. In soaring, the buddy system isn't as rigid, but we still should lookout for one another. Offer to perform a critical assembly check or positive control check. Keep an eye on the " younger" pilots, looking for safe takeoffs, tows, soaring flight, traffic patterns, and landings. And fly together, helping find lift and making it around the task.

There are more examples, but I want to get back to the beach.

Exciting things are planned for 2013. We are hosting a contest, which will require some extra work from the membership to make it a success. Our club is growing, so there will be more folks learning to soar and developing soaring skills. Lots of members have purchased gliders, you'll see plenty of private ships this season.

Plan on at least one spring work day around April. Duty roster will be available for signing up at the February meeting. Speaking of February, the meeting should be very interesting. The topic will be about soaring contest tasks - types, rules, tips and will include actual examples.

Mahalo,

Andrew Peters

2013 KSA CALENDAR

January 12th - KSA Awards Banquet - Kansas Cosmosphere, Hutchinson KS

February 9th - KSA Meeting at NIAR - 7:30 PM - Contest Tasks

February 23rd - SSA Winter Board Meeting - Houston, TX

March 9th - KSA Meeting at NIAR - 7:30 PM

April 13th - KSA Meeting at NIAR - 7:30 PM - Spring Safety Meeting

June 1st-8th - Region 9 Contest - Moriarty, NM

June 23rd-July 4th - 15 Meter & Open Class Nationals & Region 9 Super Regional - Hobbs, NM

June 29th: 51st Annual Kansas Kowbell Klassic

July 2nd - 6th - Region 10 Low Performance Contest - Sunflower

July 8th - 12th - Women's Soaring Seminar - Moriarty, NM

August 3rd-9th - Region 10 South - Waller, Tx

August 20th - August 30th - 1-26 Championships/13.5 Meter Super Regionals - Moriarty, NM

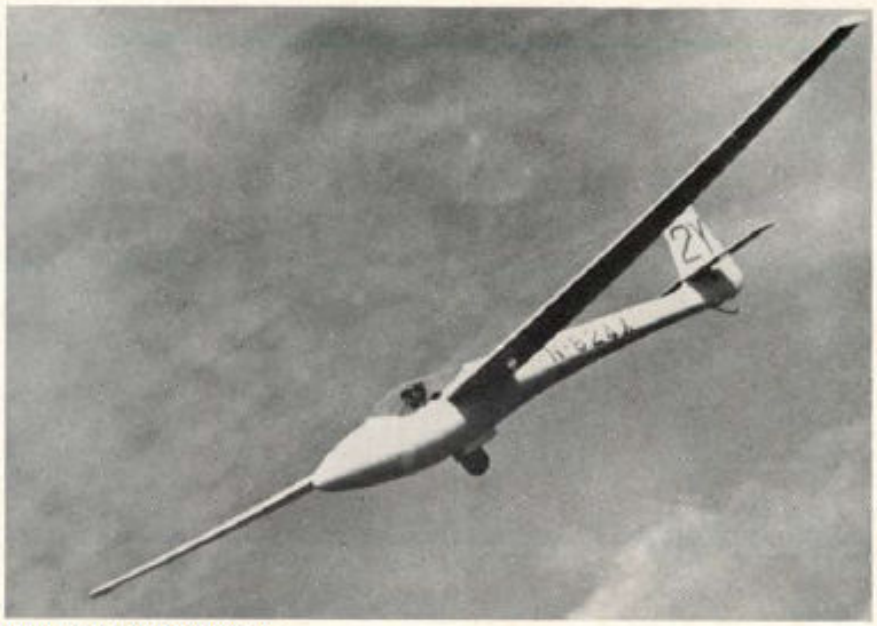
August 31st - September 8th - Standard Class Nationals - Benton, TN

September 26th - 29th - Great Plains Vintage/Classic Regatta - Wichita Gliderport

Reprinted from the Nov. 1969 *Soaring*

If Only...

By DONAL MORGAN



Dr. Donal Morgan's Libelle.

This is a story about an almost world record.

A cold front had passed McCook, Nebraska, on Sunday evening, March 23, 1969. We watched the weather all day Monday, as the next day following a cold frontal passage in the spring is often very good for a flight to the south. However, it was completely overcast all day and not a good soaring day. The second day following a frontal passage is usually stable, so no particular attention was paid to the weather. Tuesday dawned clear, but there was still a brisk northwest wind.

After I finished hospital rounds about 9:15 a.m. I looked at the sky, like all good soaring pilots, and found it popping with cu. I made a quick trip downtown, where I picked up my soaring buddy Ron Hull and headed for the airport to check the weather.

The weather map showed a low over the Great Lakes with a cold front extending about straight south. The sequence report showed only scattered clouds at Dodge City, Kansas; Gage, Oklahoma; and Amarillo and Dallas, Texas. The winds aloft were from 340 degrees at about 30 knots at all levels and all the way down the track.

I turned to Ron and said, "This looks like it! Can you chase?" He answered, "I think I can, will have to check with my business."

In the meantime I cleared with my office. The girls said they could juggle my appointments.

The run had started. I had to go home to get on my insulated underwear, get the barograph and the ground unit radio—then off to the shed where I keep the glider. I got to the airport—but had forgotten the camera, so I made a quick call to the wife. We checked for a goal and declared Curtis, Texas, photographed the declaration, marked the course on the map, checked the barograph and sealed it, filled my thermos, and got some candy. We pulled the glider trailer to the other end of the runway, assembled the Libelle, started the barograph, checked the controls, tried the release, hooked up the towplane and we blasted off.

On tow I realized I didn't have my maps. Quickly I decided it would take too long to land and pick up the maps; I decided to go without them.

At 11:06 I was off tow 1.5 miles north of McCook Municipal Airport. The first thermal topped out at about 5000 feet msl (2500 feet agl). There seemed to be about a 25-knot wind out of the northwest. At this altitude I had to grab most any thermal after a loss of 500-1000 feet. After 30 miles I was averaging about 45 mph. I nearly landed at Oberlin, Kansas, because I thought the ground speed was too low. However, I decided to go on to Hill City. Before I had progressed very far from Oberlin, conditions greatly improved. The cloud base had gone up to about 7000 feet, with nice big lift averaging close to 500 feet per minute.

As the day progressed the cloud base rose to 8000 feet msl, with lift averaging between 500-800 fpm. There were row upon row of cloud streets. In places, I was able to fly 80 mph for 15 to 20 minutes without thermaling.

Overdevelopment was taking place east of my course, and I could see precipitation out of this. To the west of course, it appeared that the cu rapidly thinned out. So I made an effort to stay just west of the overdeveloped area.

This plan seemed to work extremely well. But by 3:30 p.m. I was starting to get over some pretty rough terrain that was mostly covered by trees. I figured I was probably getting into the Ozarks. I was really wishing I had those maps. By 4 p.m. I could see no places to land for long stretches. So when a nice airport showed up, I decided prudence was the better part of valor and killed 6000 feet to land at 4:14, 5 hours and 8 minutes after release, 392 miles from home. I had landed at Shawnee, Oklahoma. The average ground speed for the flight was 76.4 mph.

My crew was at Mineola, Kansas, about 350 car miles away. We had agreed that we would not go over 200 miles after we lost radio contact.

That evening at the motel while waiting many hours for my crew I had much time to wish "if only."

If only I had realized that this was to be a big day. I think the sky was soarable one and a half hours prior to the time I got off tow.

If only I had had the maps with me, I would have seen that I could have gone south out of Shawnee and soon been completely out of the bad terrain.

If only I had known the conditions would remain good for another two hours (as they apparently did at Shawnee), the flight would have certainly been good for 500 miles, and who knows, maybe 1000 kilometers or even a new record. . .

Everyone knows that this was too early in the year for this kind of a flight!

How far can I go?

By **Tony Condon**

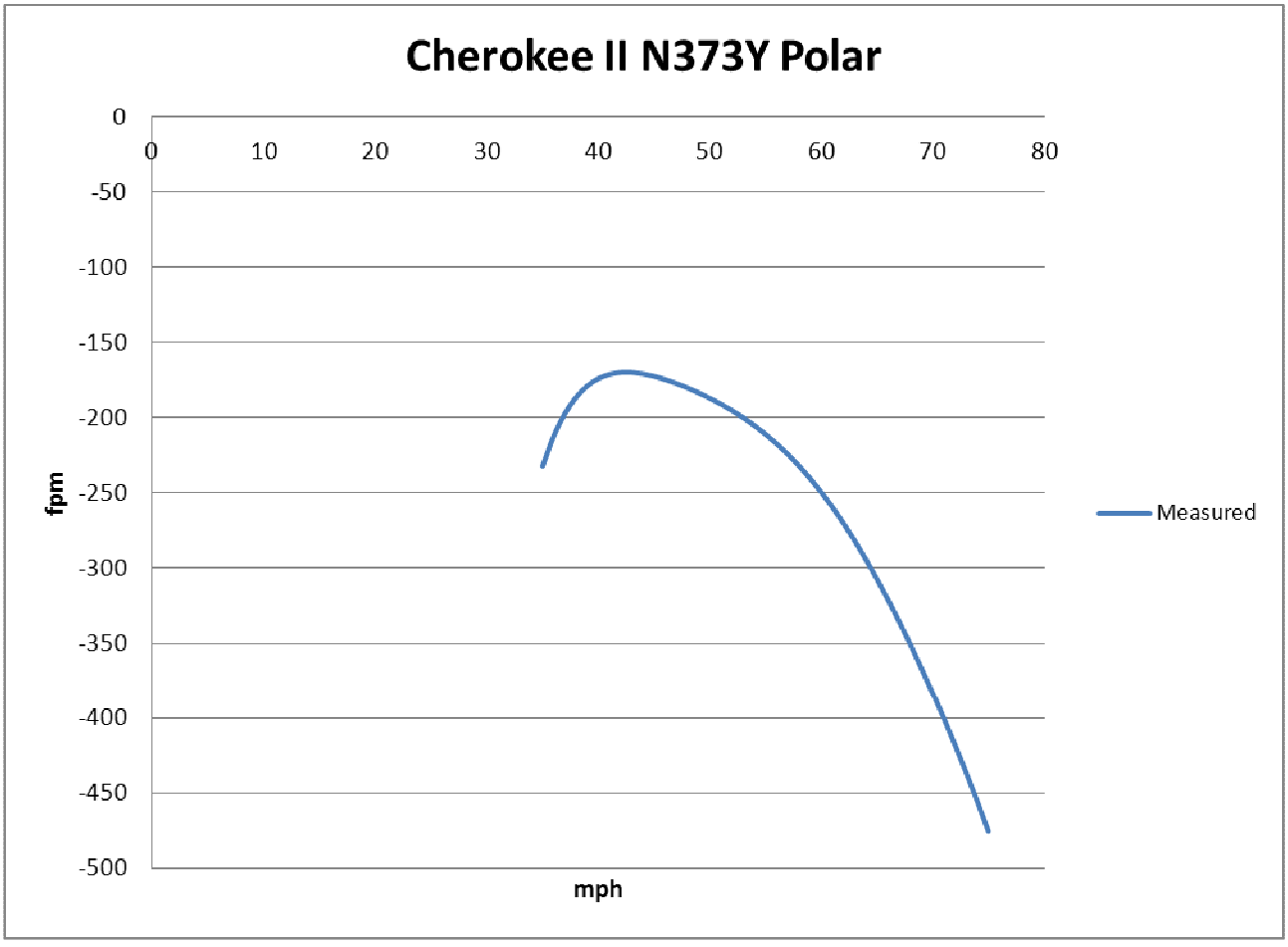
Every morning before I fly I ask myself that question. How far do I think I can go today? The answer depends on the goal of course. Trying to set a state speed record? Then for me the answer is 100, 200, or 300km. Chasing Diamond Distance? Then the answer is as far as I can go downwind. But what if I am looking for a new state distance record or a personal best or just simply want to get the most out of the entire day? After all the governing equation is

DISTANCE = SPEED X TIME

We all know that to go far it helps to go fast. There are reams of papers written on how to fly fast. I often have to remind myself that duration is an important part of the equation. It does no good to average 70 mph if I only fly for an hour. You can do 300 miles downwind in a 1-26 (or Cherokee II) easily if you can fly for 10 hours. Put speed and duration together and now you're talking about serious distance.

Up to this point in my career my strategy to estimate how much distance I can make in a day has usually been to pick some arbitrary expected groundspeed, multiply by the number of hours I expect to be able to stay aloft, and set a task based on that. Not a bad strategy, but how do I decide the expected speed? Until now it has been based on a loose feel for how fast I expect to be able to go. With some winter downtime and curiosity I thought I'd take some time to put some hard numbers behind it.

MacCready Theory says that if you draw a line from the expected climb rate on the vertical axis tangent to the glide polar, the point where the line crosses the horizontal (speed) axis is your average XC speed.

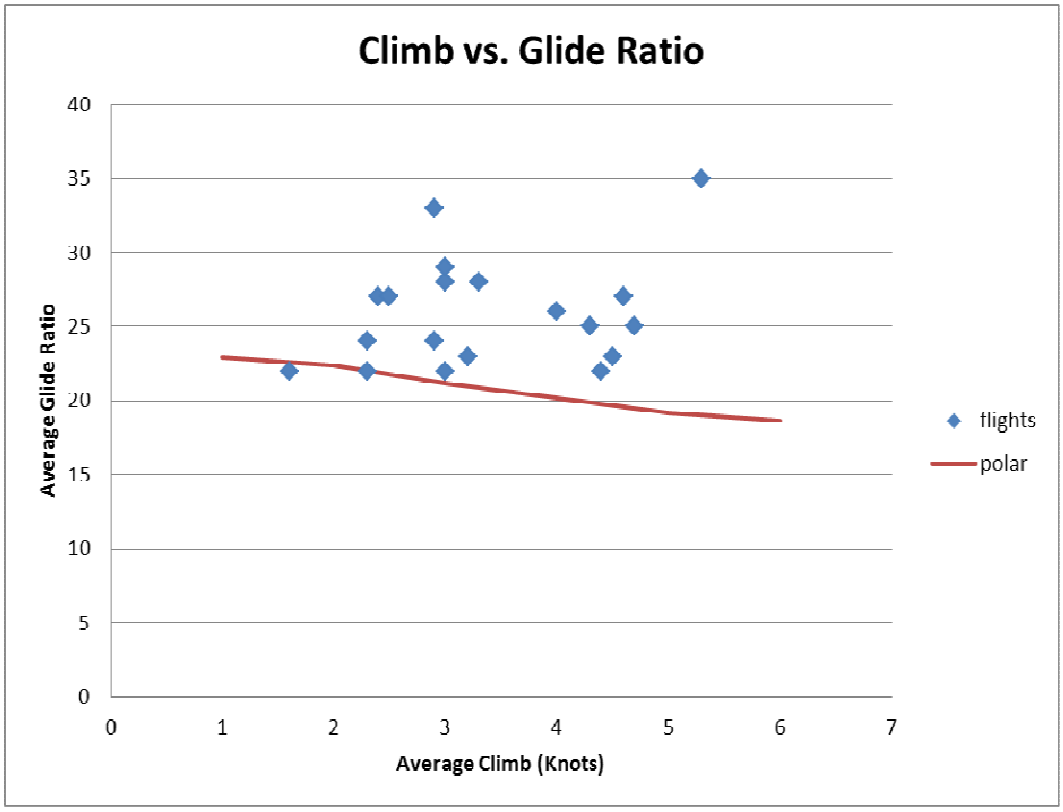


My curiosity was two-fold. Step one was to determine the speed of my flights but another part of that was to determine how well I was doing compared to how fast I *should* be going. I hoped, of course, that I was consistently out performing my polar but time would tell.

Thanks to having GPS logs for all of my closed course flights I started importing them into SeeYou and noting 3 key parameters: Average climb rate while circling, average glide ratio over the ground, and average groundspeed on task. By plotting achieved groundspeed on task with average climb rate for the flight I could compare this to what my polar said I should be achieving for a given climb rate and determine if I was beating the polar. I also could have a baseline for estimating what groundspeed I can achieve on a given day, based on expected climb rates from the forecasts.

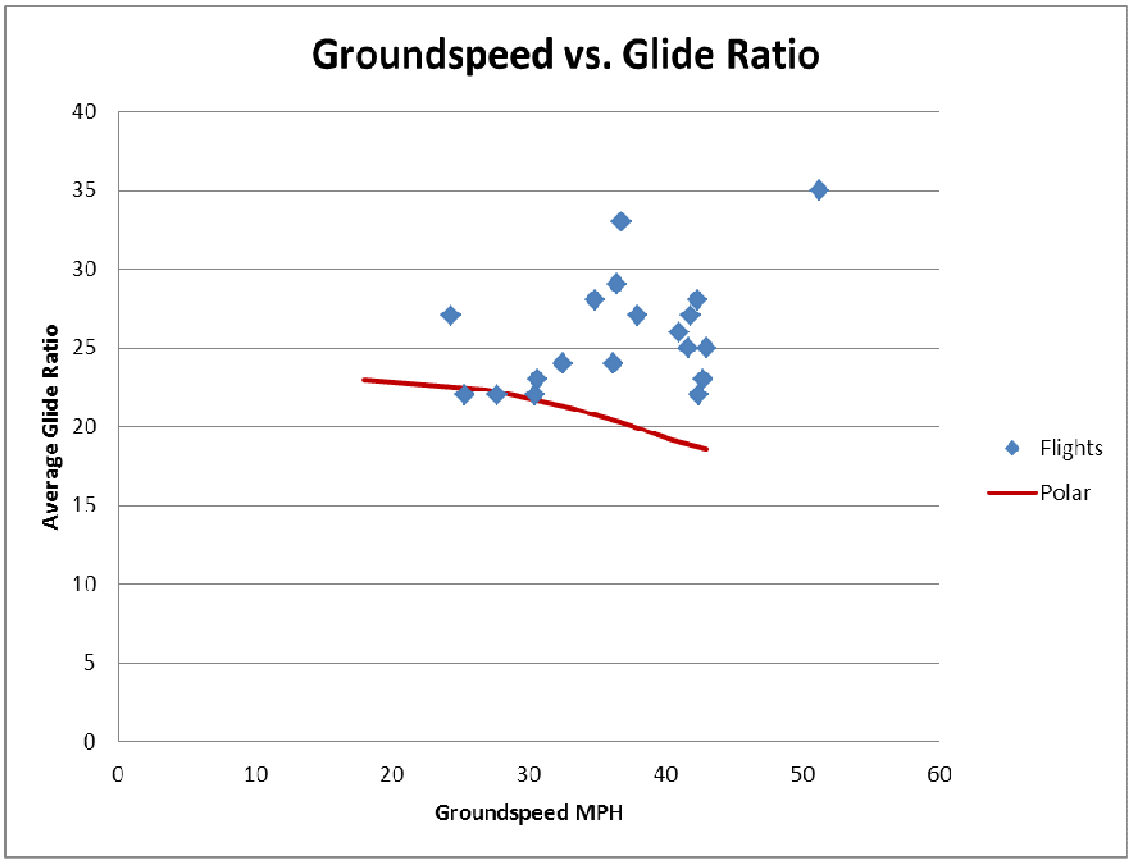
As we can see I usually do manage to beat my polar. There is also a definite trend between increasing climb rates and increasing speed. Good! One thing that is interesting to point out is that for all the flights I've had where I regularly saw 5+ on the vario (or at least thought I did) I've only had one where I actually averaged over 5 knots for an entire flight, and it was a REALLY good flight. Cloud streets into the wind and lift so good I wouldn't even stop for a measly 5 knots kind of good. The weak climbs that you are often forced to take early or late in the day or to prevent a landout really wreak havoc on your average.

Next I was curious if there was a correlation between my average achieved glide ratio during a flight and speed. Theoretically the stronger the lift, the faster you go, and the steeper you glide between thermals. Of course that is only true in theoretical-land and we fly in Kansas.



The best I can tell is that I'm consistently beating my polar but there really isn't a lot of correlation between my average achieved climb and average achieved glide ratio. Some 3 knot days have enough good air to allow flat glides and some 4.5 knot days have a lot of sink.

Last I wondered if the days where I achieve a higher glide ratio correlate to fast flights.



There does appear to be a slight correlation between higher achieved glide ratios and higher groundspeeds. There is still plenty of scatter though. Some days you achieve a high glide ratio by finding lots of lift and others you get it by flying slower!

Overall this was an interesting way to spend a few winter nights and learn a little bit about what I can achieve in the Cherokee. Hopefully I can use this information to have many long distance flights in the future!

Strother Seeds

Chris Swan is thumbs up before flying the Apis

January 20th: **Chris Swan** reports: The 2013 flying season at Strother has commenced! 1st tow of the year goes to **Jeff Beam**, 7K AGL high tow for performance readings. Tow 2 and 3, **Chris Swan** check out in Apis. Tow 4, **Jeff** again - spins and stalls. Tow 5 - **Bruce Latvala**, sunset patrol to keep Strother field safe.

Contest Update

The current sign up list is as follows for the Region 10 Low Performance contest:

Jerry Boone - Duster “ABB”

Tony Condon - Cherokee II “YYY”

Jeff Beam - Apis “F1”

Bob Hinson - Duster “KD”

Chris Swan - Russia “AC”

Keith Smith - PW-5 “LW”

Pete VonTresckow - Ka-6 “PVT”

Rafael Soldan - Salto “GR”

Matt Michael - Woodstock “WBY”

Matt Gonitzke - Std. Austria SH-1 “6M”

Bob Holliday - IS28-B2 Lark “3D”

John Wells - Modified 1-34R “KJ”

Bob Hurni - 1-26 “190”

Chad Wille - Niedraurer NG-1 “NG1”

Dartanyan Ingram - Pioneer IID “DT”

Good news is that **Mike Westmeier** has agreed to score the contest and **KC Alexander** will be our chief towpilot (still looking for at least one other). **KC** will be pulling double duty, also crewing for **John Wells**. We’re still looking for more volunteers, if interested contact **Tony Condon**, abcondon@gmail.com.

Dues are Due

Now is the time to pay your dues if you haven’t already. Combined KSA & SSA Dues are $100 for full members or $76 for student and family members. KSA only dues are $50 for 2013. Check to KSA, mail to:

Neale Eyler

2114 N. Shefford St.

Wichita, KS 67212

Seaplane Rating

By **Rafael Soldan**

Since most of my New Year resolutions don't happen very often, from now on I decided to call them "New Year Paradoxes". This way nobody can prove or disprove my real goal for that year.
However, I was able to achieve one of my 2012 goals last year in November.

I never guessed that flying a boat would be so much fun. Shortly after my arrival, my wingman, Bruce Latvala showed up at Jack Brown's Seaplane Base in Winter Haven, Florida. We decided to accomplish this one together simply because we were aware that once the rating was printed on the back of the pilot certificate it would give room for "bragging rights". Central Florida has plenty of sunshine, warm weather, and about 60 lakes in the area. The seaplane rating can be achieved in a weekend after a few hours of ground school, 5 fun hours of flying and a little homework.

The Piper J-3 Cub is a fun aircraft to fly (between you and I...not much fun as a glider, but pretty close). Achieving the single engine seaplane rating is relatively easy for any pilot with single engine-land experience. Most of the "air work" is actually accomplished on the ground, or on water, if you prefer. One of the most important lessons to remember is that boats and jet-skis (anything that floats and does not have wings) have the right-of -the-way over any seaplane. Water taxi, docking and sailing (using the control surfaces to sail the wind with the engine shutdown) are the most foreign skills for a pilot to learn, albeit important skills to guarantee a good start.

As we expected, in the air the J-3 flies just like any airplane would. After a few of the basic maneuvers like stalls and steep turns we were back landing in the next lake a few miles west of the seaplane base. The next skills to master were weathervaning, step taxi and plow turns. They are all used to change the direction of the seaplane when not flying. Weathervaning, like the name implies, is accomplished by letting the aircraft idle and freeing the controls. The J-3 cub will find the wind direction automatically without too much effort. In case the pilot needs to reach a dock far away a step taxi can be achieved by lowering the float rudders and adding power so that the aircraft is skiing on the floats. Plow turns is where most of the danger lies during water taxi operations. This maneuver is designed to turn the airplane 180º in the downwind direction when the wind speed is considered "calm" here in Kansas. A burst of power is added until there is enough speed and momentum to make the turn. Correct aileron inputs are crucial to assure that the wind and centrifugal force don't flip the little J-3 on it's belly.

During our second day of flight training my instructor emphasized the different conditions one can encounter during landing. Rough water landings reminded me that the floats are very fragile and that a smooth landing must be accomplished with a touch of power to achieve the lowest possible speed upon touchdown. After a few more practice landings I was feeling pretty good and ready for the checkride until I was reminded that we would be practicing glassy water landings next. Since depth perception is null when landing in a lake with calm winds (no waves or ripples), the pilot must rely on the last visual reference (LVR) and use it as an height gauge to flare the airplane and keep a fixed angle of attack until the floats touch the water. As the name implies the LVR is usually the edge of the lake, or some lake vegetation, during the approach. This type of landing can be very dangerous and must be followed methodically since land pilots are trained to flare the aircraft before touchdown. Without depth perception this task becomes almost impossible. If you still don't believe me Youtube has several videos demonstrating this type of approach.
http://www.youtube.com/watch?v=gWLWxEU0aEQ

During the last few minutes of flying we had a good time exploring a few lakes in the area while sharing the space with some great wildlife. After gaining a little more confidence on my flying and being certain that I would not risk sinking my aircraft I decided to venture into the lakes I was trying to avoid the day before... All the lakes in which I had spotted huge alligators swimming around. A few of them were close to 6 feet in length, as big as the little J-3 Cub on my perspective, but in reality they were probably only 3 feet little baby gators.


Jack Brown's Seaplane Base

Be it known that

RAFAEL SOLDAN

has satisfactorily completed the prescribed course of training for the SINGLE ENGINE SEA RATING given at Brown's Seaplane Base in Winter Haven, Florida. In testimony whereof and by virtue of vested authority I do confer this

GRADUATION CERTIFICATE

Given on this 18th day of November, two thousand twelve.

Attested Jon K. Brown

Witnessed JoAnne L. Alcorn

If you have some extra time this year I would suggest you add this adventure to your bucket list.

SSA Meeting & Awards Banquet

February 23, 2013 3:00 PM (Saturday)

Hyatt North Houston Rooms 3 and 4
425 North Sam Houston Parkway East
Houston, TX 77060

Soaring Safety Foundation Seminar: "Who's In Charge Here? Better Management of Glider Clubs"
A discussion of tools for better management that can improve safety culture and prevent accidents.

Presented by the Soaring Safety Foundation / Burt Compton coordinator.

This free event qualifies as a FAA Safety Seminar for "WINGS" credit.

The Soaring Society of America annual awards dinner to follow at 6 PM, same location.
Dinner Tickets are available by calling the SSA at 575-392-1177.

Join the Duster Crowd!

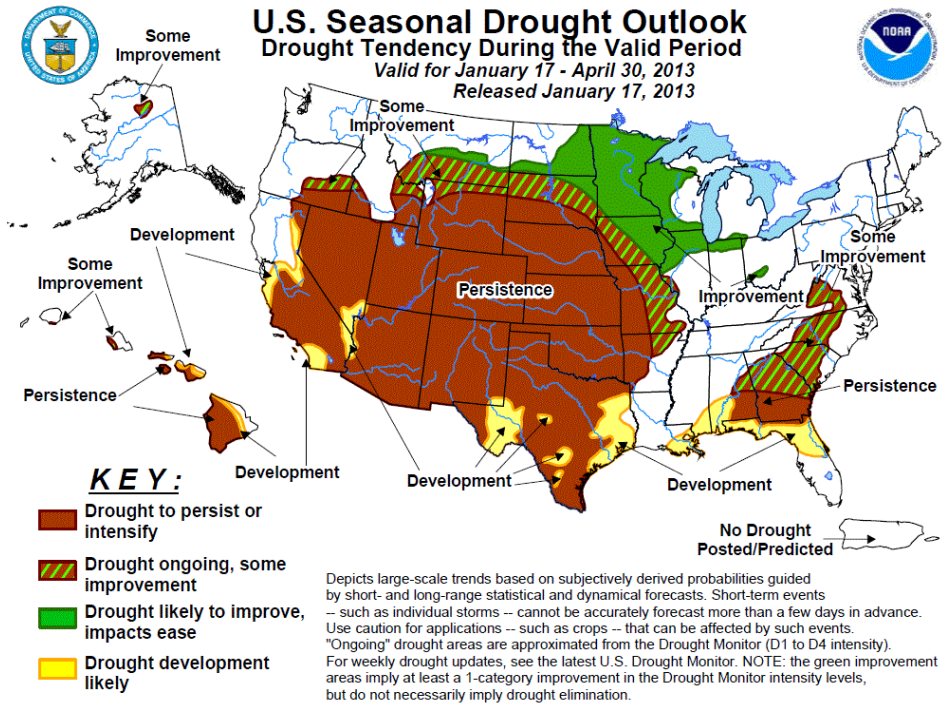
Built 1979. Wood and fabric construction, approx TT 450 hours, includes basic instruments (ASI, Compass, ALT, PZL vario, Cambridge flight director/vario), Radair radio. Enclosed clamshell-style metal trailer, trailers well, ready to travel, good tires. Two canopies, one sport/open, one low profile round, not flat sheet. High performance mods (some JJ Sinclair): seatpan, aileron horns, nosecone and turtle deck. All control surfaces sealed. Wheel fairing. Includes wing stands and pneumatic tail dolly. Sports Class “sleeper”. Central Texas. Motivated Seller. $5,750.00 Sharon, 512.740.8778 or sc-n25521@sbcglobal.net

New Members

Welcome to two new members!

Mike Orindgreff is an SSA Member with over 20,000 hrs, 22 of those in gliders.

Jeff Braden is a single engine pilot from McPherson, and friends with **Mike Logback**.



KSA Banquet

The Banquet this year was well attended and enjoyed by many. **Matt Gonitzke** compiled a nice photo and video show which we enjoyed while socializing and eating. **Andrew** handed out certificates of achievement to everyone who soloed, passed a checkride, or earned an SSA Badge or FAI Badge leg. There were a lot! Weekend Warrior runner up (**Jerry Boone**) and winner (**Bob Holliday**) were also awarded with certificates for their achievement. Next up was **Dennis Brown** who awarded certificates for all the state records earned this year. There were 36! **Andrew Peters** had 1, **Keith Smith** earned 3, and **Tony Condon** & **Steve Leonard** each brought home 16. **Chris Swan** helped with 3 of those awarded to **Tony**, as he was the student on a triangle flight from Strother field (See July 2012 *Variometer*). **Tony** then took the microphone to award travelling trophies and **Jerry** finished up with the Rex Hamilton Memorial Trophy. The winners were as follows:

Wooden Wings:

Tony Condon - 242 Miles (Kowbell) - Cherokee II

Mamie Cup:

Steve Leonard - 552 Miles (Kowbell) - Nimbus 3

Flying Horse Silver 100 KM Speed:

Jerry Boone - 48.9 MPH - Zuni

Flying Horse Crystal 200 KM Speed:

Jerry Boone - 63.9 MPH - Zuni

Flying Horse Gold 300KM Speed:

Jerry Boone - 58.4 MPH - Zuni

Pilot of the Year:

Steve Leonard - 3786 Points

Henning Memorial Trophy:

Tony Condon - 57.6 HMPH - Cherokee II & NG-1

Praying Mantis:

Jeff Beam

Kansas Kowbell Klassic:

Steve Leonard - 552 Miles - Nimbus 3

Kansas Kowbell Klassic Konsolation:

No claims

Club Maintenance:

KC Alexander & **John Wells**

Tow Operations:

Mike Logback

Rex Hamilton Memorial Trophy:

KC Alexander - Never giving up on his Diamond Distance flight after a few years away from the sport.

KSA Banquet Pictures

KC Alexander receives the Rex Hamilton Trophy

Steve Leonard's State Records

KC & **John Wells** share the Maintenance Trophy

Leah Condon earned her B Badge

A good crowd at the Cosmosphere

Jerry "Speedy" **Boone** and a speed trophy

Jeff Beam earned the Praying Mantis

Kowbell 2011

By **Jerry Boone**

It was a struggle to leaving Sunflower. You see, I had experienced a bad chain of events. The kind that eventually sneak up and bite a lot of pilots. It started when I got in line too early, especially when loaded up with water ballast. Then I wrote the wrong speed (too slow) on the tow ticket, so the tow was miserable with nose high attitude and not much control, adding some flap helped but there is no substitute for the correct airspeed. After getting off tow, I had little hope for climbing out, nobody was climbing out, especially me. I dumped my ballast, inadvertently giving everyone around me a shower, and set up to land. As if that wasn't enough, the flap control detent didn't hold while I flared to land. The flaps retracted from full to none in a split second (never take your hand off of your glide path control). The glider reacted by speeding up and ballooned 100' upward, very quickly. The ramp had plenty of gliders on it and I somehow still had the quick wits to get it back under control and resume my landing. I got stopped just past the launch line and pulled it off the runway while others who tried to launch early were falling out as well and landing behind me. I was a bit shaky at this point and seriously considered abandoning the day.

Apparently the day just needed another 15 minutes, because a launch or two later the tropo-switch was flipped from "sink" to "thermal" and working well. I had about 30 minutes or so to re-collect myself and reset my nerves. After finally launching (without ballast) I knew I was doing a lot of circling and was hearing other pilots telling crews that they were passing towns ahead of me, oh well, I'm done pushing my luck for today. I noticed a dark line of clouds heading toward Dodge City and thought I could run the isolated storm line for 30 miles or so in lift so I tried and it worked well. Of course, I got a taste of the occasional OD, but the smell of that rain was spectacular, almost indescribable how saturated the smell of the air was with water. As those of you who know, it's one of nature's treats for glider pilots, right up until the moment that it hits the canopy and wings and the vario goes the wrong way. So, it was time to add speed and move on. As I was coming out from underneath the dark line I could see Garden City ahead and the sky was pure blue, not good. I went into the blue and tried a few thermals over a feed lot and probably could have pushed on to Ulysses, but consented that I was pretty much done for the day and didn't want to land in a field further west, so I chose to land at Garden City airport.

This landing was certainly interesting. I called up the tower, told him I was a glider, and he approved me to land on runway 17. However, as I was about to touch down on the runway he called out in a panic "2 2 Delta Zulu, GO AROUND!!". I shook my head and said to myself "that is a smart ass right there", nobody would tell a glider to go around, right? The glider settled down on the runway and I rolled right up to the taxiway intersection that I was going for and stopped. He then came back on the radio and asked if I needed assistance, I politely told him that I would have it off the runway in just a minute. I got out, turned the glider around and pushed it off and was soon greeted by an employee of a service center driving an airplane tug… really? Too bad there isn't a way to tug a glider, might have to work on that. He put the tug back up and we pushed it over to the service center. We walked into the service center lobby and the air was so cool that I thought my sweat was going to freeze. The phone rang, the line boy answered, then said, "Sir, it's for you. It's the tower". OH GREAT, that's a phone call that NO pilot wants to hear come in after a landing! I took the phone and the controller apologized profusely that he had never seen a glider before and thought my gear was up because he didn't see "tricycle gear" hanging down and thought I was a Pilatus coming back that had a similar tail number. Interesting, a glider mixed up with a Pilatus. Ok, that's cool, no problem, thanks, glad it wasn't something that I did wrong!

Lyn and Matt though I had landed in a field north of the airport because my SPOT traces were stacked on the map in that area for about 30 minutes. However, they then noticed an updated trace at the airport and arrived there about 15 minutes later. We loaded the Zuni in the trailer and had dinner at the airport restaurant.

On the way home, I stopped in Cimarron for gas. While fueling up, a jacked up diesel pickup truck slammed on its brakes in front of the gas station and pulled in next to me. The guy in the truck said "Hey, is that a glider in there?" yep, "Hey, did you land in Garden City a while ago?" yep, "Hey man, I'm the tower controller you talked to!". So, not only did I get to speak to the guy, I got to meet him and re-played the entire story over again, we got a kick out of it.

90% Rebate for Junior's Contest Fees

The SSA Competition Committee is offering any qualified USA Junior pilot a rebate of 90% of their contest fees and tow fees for a sanctioned Regional or National contest during the 2013 season. There is a limit of one rebate per pilot. Any pilot who will be under 26 on the first day of the competition is eligible.

Download the application form here:

http://www.ssa.org/files/member/2013%20JUNIORS%20Rebates.pdf

Summer Gajewski has earned a Red Rope for leadership, one of two to earn this out of 900 airmen in her Squadron

Member Achievements

Leah Condon was elected to the Board of the Women Soaring Pilots Association and named Secretary.

KSA/WSA & CAP Update

By **Jerry Boone**

Without us, the closest CAP glider operation is in Minnesota! There is no chance that any significant number of our Kansas cadets would ever get a glider flight considering that distance.

I would like to thank everyone who helped with the CAP program and is continuing to provide support. I was presented a "Commanders Commendation Award" during our 2012 CAP banquet, the entire room was brought to standing attention for several minutes while KS Wing Commander - Col. Franz and Chief of Staff - Maj. Lahan read off many paragraphs summarizing the accomplishments.

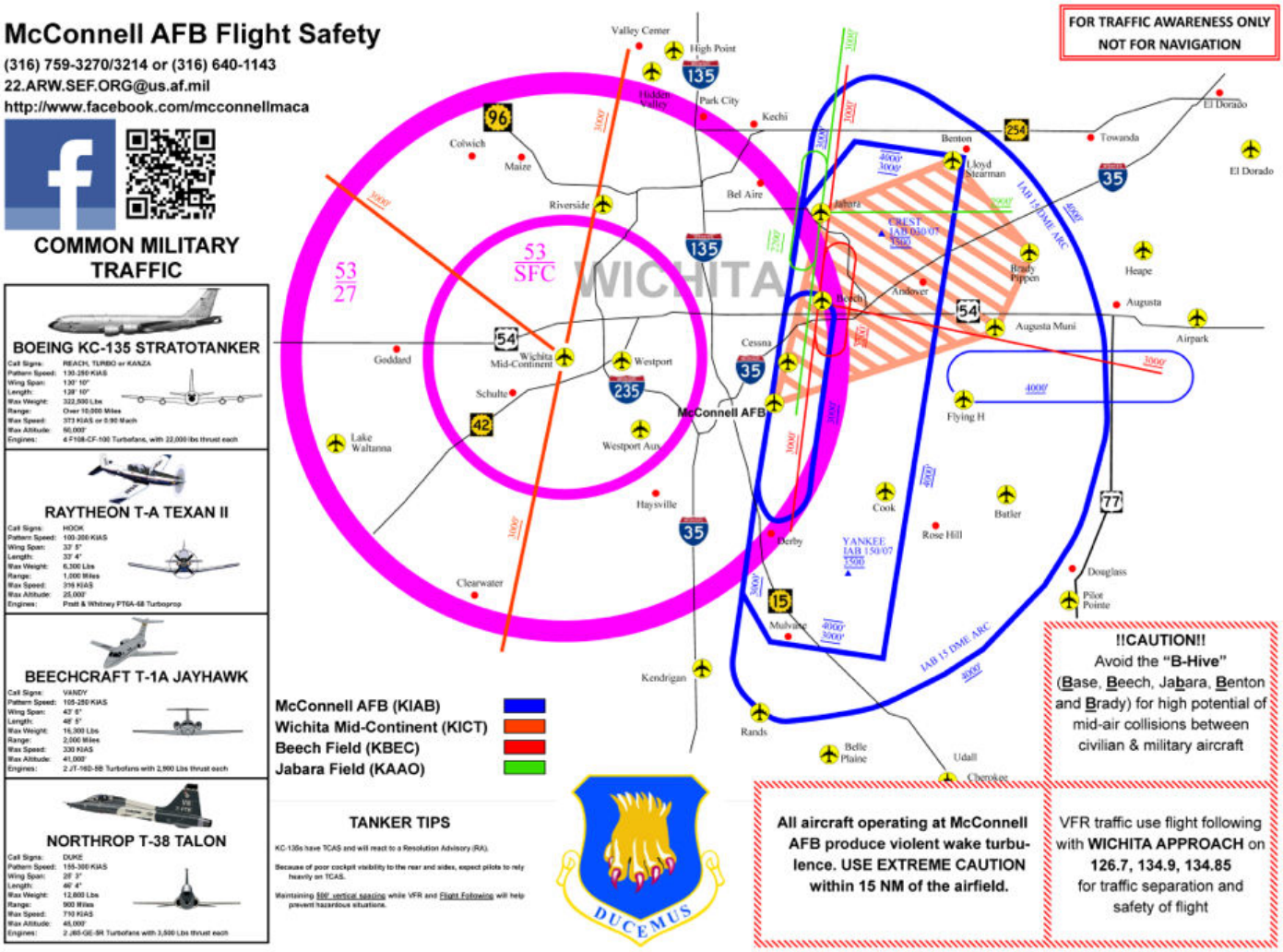
These accomplishments included bringing CAP and KSA/WSA together, working with state, region, and national CAP resources, budgeting, and attaining a Commercial rating. However, there are a many thanks still due that are up to me to hand out. If you helped, you know who you are and on behalf of CAP and 250 cadets who now have the possibility of experiencing glider orientation flights, thank you! We are making a difference in filling a fairly large void that existed in Kansas, and possibly even our surrounding states.


CIVIL AIR PATROL
AUXILIARY OF THE U.S. AIR FORCE
COMMANDER'S COMMENDATION AWARD
FOR OUTSTANDING DUTY PERFORMANCE
presented to
2 Lt Jerry W Boone
DURING THE PERIOD
1 January 2012 TO 30 November 2012
GIVEN THIS 8th DAY OF December

We introduced soaring to 30 cadets last year. Around 20 of them traveled all night from eastern KS to get to Sunflower by 7am.

I am aiming to have 60 cadet flights this year.

Also, I have had a couple of instructors contact me about helping out. The more the better. I really appreciate this and will be calling on you.



Jan 2012 KSA Calendar

Rafael Soldan & **Bruce Latvala** celebrate the new year by flying the Lark at the Wichita Gliderport on Jan. 1, 2012. Photo by **Rafael Soldan**

Feb 2012 KSA Calendar

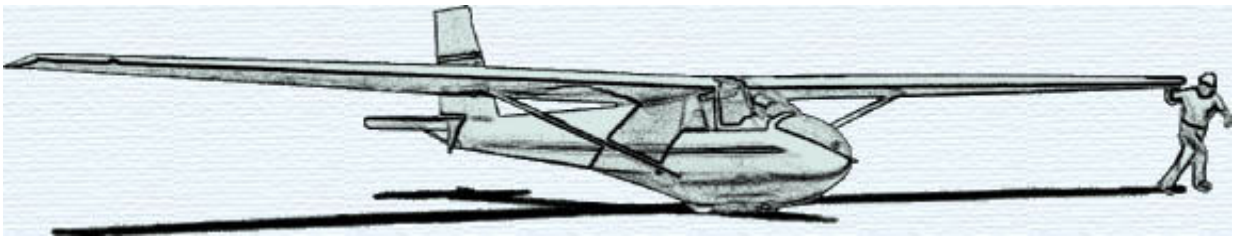
Tony & **Rafael**'s Std. Cirrus "Kate" on the ramp at Wellington. Wellington saw a lot of glider activity in 2012 as part of "KSA South". Photo by **Rafael Soldan**

KSA VARIOMETER

911 N Gilman

Wichita, KS 67203

abcondon@gmail.com



MONTHLY KSA MEETING

Flying Contest Tasks

Steve Leonard, Andrew Peters, Tony Condon

Saturday February 9th, 2013

7:30 PM

Room 307

NIAR Bldg at WSU